

THE LATEST NEWS FROM THE ISLANDS.

Cleveland Is Interested, but Remains Quite Dumb.

GRESHAM MERELY SMILES.

It Is Evident That the Queen Has Not Been Restored.

Affairs seem to be much more complicated than a short time ago—Provisional Government Not Yet Yielded.

Honolulu, Nov. 18.—[Copyright by Associated Press.]—But little of a definite nature has transpired since the advice sent by the steamer China. Perhaps the most significant thing was the remark by Minister Willis when he presented his credentials on the 7th inst., together with the reply of President Dole. Willis said: "Mr. President, Mr. Blount, late envoy extraordinary of the United States to your government, having resigned his office while absent from his post, I now have the honor to present his letter of recall and express for him his sincere regret that he is unable to make known in person his continued good wishes on behalf of your people and his grateful appreciation of the many courtesies both personal and official, of which while here he was the honored recipient. I desire, at the same time, to place in your hands a letter accrediting myself as his successor. In doing this I am directed by the president to express the interest of the hearty good will and friendly interest which our government entertains for you and for the people of this island realm. Aside from the geographical proximity and consequent preponderance of commercial interests which center here the present advanced civilization and Christianization of your people together with your enlightened and noble codes of law, stand today as the most magnificent monuments of American courage and intelligence. It is not surprising, therefore, that the United States is the first to recognize the independence of your island realm, and welcome them into the great family tree of equal sovereign nations. Nor is it surprising that this historic tie has been strengthened from year to year by important mutual reciprocities and agreements alike honorable and advantageous to both governments, involving the spirit of peace, friendship and hospitality which has ever been the shield and sword of this country. I now on behalf of the United States of America tender your people and people of this island, and all who are connected with it, the assurance of my good will, which I trust may be as lasting as I know it is sincere, expressing a hope that every year will promote and perpetuate peace and prosperity to the honor and happiness and prosperity of both governments."

President Dole replied as follows: "Mr. Minister, I receive with much satisfaction I receive the credentials you bring from his excellency the president of the United States of America, accrediting you as his successor, and minister plenipotentiary to represent that country at the capital of the Hawaiian Islands. Your assurance of the continued friendship of your government for me and the Hawaiian people adds to the gratification which the long experience and generous consideration of the United States for this country has fostered. I am confident that you will reciprocate the expressions of interest and good will which you, on behalf of the American people, have shown to the Hawaiian people from proximity and partly from the leading influence of American citizens in the work of inaugurating our Christian civilization and enterprise in these islands, and will continue to render acts of friendly assistance received from your government in the past half century we have become accustomed to regard the United States as a friend and ally and we learn to look to her for help in our emergencies."

"I regret the inability of your predecessor, Mr. Blount, to personally present this letter of recall and afford me the opportunity to express to him my appreciation of the agreeable official relations between him and our government and the people during his residence here. We congratulate ourselves, Mr. Minister, that the government of the United States is to be represented here by one who we are assured is familiar with the question arising from the relations between the two governments, and with whom we look for the maintenance of pleasant official intercourse."

Yesterday Willis sent the government word he would officially present Admiral Irwin to the government this afternoon.

To an Associated Press reporter Willis said: "There is no political significance in the arrival of the Hawaiian Islands as he knew. When he left Washington he knew nothing of the change; in fact, the admiral came under sealed orders in cipher. He believed Admiral Scherwell was recalled in a similar manner. Willis says his instructions were not to be known until officially handed into the Hawaiian government. He declared that only two or three, even at Washington know what were his instructions, and he declined to make any statement in regard to them. It has leaked out, however, from a reliable source that the new minister will negotiate a new treaty with the provisional government, which will place the islands virtually under the protection of the United States."

In the meantime the United States will see that matters remain in statu quo here, both internally and externally. This is evidenced by the fact that on the night of Nov. 9, boats of the Philadelphia were dropped into the water, supplied with loaded Gatling guns and small arms, and were kept under orders all night. The government officials were of the opinion that this move was in response to rumors of a royalist uprising. The United States seems bent on keeping peace at all hazards. The provisional government is vigilant against surprise. The royalist claim there is no intention of using force, believing the United States will restore the queen.

ARE IN ENTIRE IGNORANCE.

There is an Apparent Misunderstanding at the Island.

Washington, Nov. 18.—[Dispatches from Honolulu render it very evident that the people there, probably including the Hawaiian officials, were up to the time of the sailing of the Australia, in entire ignorance of the decision reached by the president and his secretary of state that Liliuokalani would be restored.

ment appears to have been lead to believe the present relations were to be in no way disturbed.

Instead of interpreting the demonstrations of the warship Philadelphia as hostile, as might have been the case if the Hawaiians had been in possession of the facts given out at Washington, they seem to have adopted the conclusion that the move was intended as an assurance of the determination of the United States to prevent internal disturbances.

All this to confirm the theory that Willis discovered a state of affairs in Hawaii which his instructions did not anticipate.

The United States opinion dwell upon the incident of the marshaling of the Hawaiian forces and the landing of the Philadelphia's boats. When the Hawaiians were met and manned with the intention of effecting a landing in the interest of the queen, and was the undertaking given up when it was found the Hawaiian government had 400 armed men and were prepared to take any steps necessary to protect the government of President Dole. They say Mr. Willis concluded that the time was not opportune for a coup d'etat, and he decided to take no decisive steps until he could communicate with his home government again and receive further instructions.

Surprise is manifest on all sides in government circles at the intelligence that affairs remain unchanged in Honolulu.

It is evident that different news was expected. This chains the interest and suspense until the arrival of the next steamer from Honolulu, which is advertised to sail from Honolulu Thursday, Nov. 15, due in San Francisco next Thursday.

No whisper of all the talk in this country and no line of all the writing for the past twelve days has yet reached Honolulu.

The first steamer to leave after Secretary Gresham's letter was published, left Vancouver Thursday. She carried a great deal of mail, including the Honolulu letter to San Francisco yesterday. She is due in Honolulu next Friday. Unless Minister Willis tells them, the Hawaiians will know nothing of the plan to restore the queen before that time.

After the first bulletin that the provisional government was still in power yesterday, the Hawaiian Islands have hastened over to the White house and did not return until after 3 o'clock. Meantime the copyrighted letter of the Associated Press from Honolulu was sent to the Associated Press bureau in New York, and the Associated Press bureau in New York sent it to the Associated Press bureau in London.

Saturday is always the secretary's day, but he has been so busy with his secretarial duties that he has not had time to read the letter, but he had already read it with the president in the special copy sent to the White house. The Associated Press bulletin announcing that the provisional government was still in power was first shown Secretary Gresham, he declined to comment on it.

Disappointment and excitement were evident throughout the state department. The state department has a dispatch from Honolulu that arrived by the Australia today. No conjecture can be formed of what is in it. Secretary Gresham said, pleasantly, at 4:30 o'clock:

"You have all the news today, and I have nothing to give you."

William Armstrong, formerly (editor of the Hawaiian Islands, thinks Paul Neuman, who was the queen's counsel, and is still her right-hand adviser, would convince her she has a great deal to be satisfied with, and that she should without guaranteed protection. It is not presumable that Minister Willis is equipped with authority to give such a guarantee, and it is doubtful if he would. President Dole has in mind to continue United States protection to the queen after she has been restored. The administration, evidently, has not taken into consideration the serious opposition to the restoration of the queen or any hesitancy on her part to resume the throne.

Private advice was the following dispatch from the Hawaiian consul at Honolulu, sent after he had talked with persons on the Australia:

"San Francisco, Nov. 18.—L. A. Thurston, Hawaiian Legation—Willis has said or done nothing. Gresham letter is not known. (Signed) 'CHARLES WILDER.'"

THE RESTORATION OF THE QUEEN NOT LOOKED FOR IN HAWAII.

San Francisco, Nov. 18.—Among the passengers on the Australia was the ex-United States consul at Honolulu, H. W. Severance, and wife. Interviewed by a representative of the Associated Press immediately on the arrival of the steamer, ex-Consul Severance said: "No one at Honolulu had heard anything about the restoration of Queen Liliuokalani being intended by President Cleveland."

"Do you think there will be serious trouble if the United States attempts to depose the provisional government?" asked the reporter.

"I have no opinion on that subject," was the reply. "Such an emergency has not arisen and is not contemplated."

A number of the passengers on the steamer Australia from Honolulu this morning expressed the greatest surprise when they were informed of the nature of Secretary Gresham's recent letter and several refused, at first, to believe that such a letter had been written.

Among the passengers was Dr. L. W. Taylor, a physician of Washington. He said:

"My stay in the islands was about a month. I had exceptional opportunities of meeting the best informed people there. I found the intelligent and educated classes in favor of annexation to the United States. A sentiment prevailed among the educated men of the native race to whom I talked. Among the ignorant and superstitious Kaimosi, there is a sort of traditional awe of royalty, and a reverence for this class, chiefly, the ex-queen gets her support in her aspirations to recover the throne. From what I learned I think it would be impossible for the queen, if reinstated, to retain the throne, unless constantly backed up by the power of the United States."

"The feeling is very strong against the return to the monarchy. If the queen were restored and the United States government should then step aside, who is largely interested in the reins? I found the men at the head of affairs have the respect and confidence of the business community and the educated people generally. The provisional government has given a wise and economical administration and everybody knows it."

Claus Spreckels, the sugar planter, who is largely interested in Hawaii, was seen after the arrival of the steamer. He stated:

"My correspondence says everything quiet on the islands."

"What do you think would be the result of receiving such information from Willis, the provisional govern-

ENTIRE RAILWAY SYSTEM TIED UP.

A General Strike on the Lehigh Valley.

EIGHTEEN HUNDRED MEN.

The Company Refused to Negotiate With a Committee.

Employees Claim That the Officers of the Road Have Broken Their Promises and Refuse to Make Them Good.

Philadelphia, Nov. 18.—A general strike has been ordered on the entire system of the Lehigh Valley railroad at 10 o'clock tonight. The immediate cause is the company's refusal to recognize any committee or body of men as representative of employees of the road. The men had a certain list of grievances to present, and the officers of the road refused to treat with them. The general committee sitting in the Brigham House, this city, then sent a delegation to wait upon Vice-President Voorhees this evening, as a last resort at recognition, and failing to secure it, ordered a strike of all the employees. At 10:30 the road began to tie up, and no line is expected to be moving on any part of the system by daylight. Eighteen hundred and ten men will be idle at day-break.

The strike was not unlooked for by the employees or officials of the company. Vice-President Voorhees sat in his office tonight patiently waiting the intelligence he knew would come. He thought the men would strike at 7 o'clock, but when that hour passed and no intelligence was received, he said "12 o'clock," and remarked that the men were very considerate indeed. Voorhees has had a great deal of practical experience in handling strikes. He was identified with the New York Central when the Knights of Labor tied that road up.

Chairman Wilkins, of the strikers, said: "We hope to succeed, and it lies with the men themselves. They are in earnest and volunteered to stop work. The company has abrogated its agreement with its made last August. If the officers will simply live up to what they agreed to, no further trouble will ensue. We will not see any train abandoned until it reaches its destination. We will not see any of the company's property. It is our desire to win only by fair means."

It was stated by persons who have an inkling of what is going on between the men and their employers that the whole trouble was occasioned by the discharge of Chairman Hughes, of the Lehigh Valley Telegraph Association.

Mr. Hughes said tonight that such was not the case. His discharge was but a minor question compared to the refusal of recognition by the company. He said that his, as well as other small grievances, would, of course, come up, if his representatives, as such, could gain a hearing with the officers of the road.

The strikers affirm that only the principles of the organization are at stake and not one cent of money either way.

The strike takes in all the employees of the mechanical department, including the engineers, firemen, conductors, brakemen and operators. The effect of the strike is to stop all the traffic of the road, and the anthracite coal trade on all points between the coal regions and the lake and seaports will be interrupted.

It will probably cause the shutting down of many mines and throwing thousands of men and boys out of work until the trouble is settled.

Between here and Buffalo at 2 a.m., the men are all out and the road is tied up. Passenger trains and stock cars are being run, but no freight division points without any crews to run them.

THE LUCANIA BOULET.

Queenstown, Nov. 18.—The steamer Lucania arrived here this morning, one day overdue. She encountered extremely severe weather, and was badly battered by the waves. Several steering gear passengers and a number of the crew were seriously hurt by the rolling of the ship, or by the waves which came on board, flooding some of the cabins.

A Rio Grande Wreck.

Salida, Colo., Nov. 18.—The second section of the Rio Grande west-bound passenger train No. 1, which contained a number of Phillips' excursionists from the east, was wrecked late this afternoon at Twin Lakes. A wrecking train left here for the scene of the wreck at 2 o'clock. The railway officials say nobody was hurt. Nothing further can be learned now.

AT RIO DE JANEIRO.

More Noise Made and More Powder Wasted.

New York, Nov. 18.—The World's Rio de Janeiro watch says the government's forts have been bombarding Fort Villegaignon all day. The government pretends to expect tomorrow the war vessels Bahia, Tiradentes and Parahyba, and another vessel bought in the Argentine and claims the government's squadron under Admiral Alencar will be able to capture the insurgent war ships at the port. To do this it is absolutely necessary to silence Fort Villegaignon and that fortress was certainly very badly used today.

The insurgent torpedo boat fired several times into the city today, and the sharpshooters replied from the Gloria Castello. Later a launch from the foreign fleet was sent to Admiral Mello's flagship and it intimated to him that this act of the insurgents was a violation of the agreement entered into by the foreign powers. Firing at the city was thereupon stopped, at least temporarily.

The insurgent batteries continue to bombard without mercy the villages west of Niteroy proper. The government forces continue to burn the insurgent war houses at Armacao.

IDAHO WOMAN BURNED.

Covering with the Blazing Fluid from a Lamp.

Boise, Idaho, Nov. 18.—[Special.]—At the Half Way house on the Idaho line, twenty miles from Boise, a distressing accident occurred this evening. A woman named Mrs. Jago had a lamp exploded in her hand. She was covered with the burning oil in an instant, and before assistance could be given her clothing was entirely burned from her body. Besides being horribly burned, she inhaled the flames. She is still alive, but recovery is impossible.

A Dry Goods Failure.

Atlanta, Ga., Nov. 18.—The Ryan company, dry goods dealers, went into receivership tonight with liabilities of \$150,000 and assets amounting to \$34,000. The Ryan company is the successor of the Steve Ryan company, which failed in 1891 for \$2,000,000.

Harry Woodruff and declares neither of them ever met Woodruff.

THE EL CID A TRADITION.

She Will Hereafter Be Known as the Niteroy.

New York, Nov. 18.—The El Cid is now a tradition. Today Minister Mendonca deposited papers of registry in the custom house, accompanied by a letter in which he declared the El Cid had been sold and transferred to the Brazilian government and now sails under the Brazilian flag as a public ship of Brazil, not engaged in trade, and will hereafter be known as the Niteroy. A similar letter was presented referring to the Javelin and Felsen.

The rumor this afternoon of the suspension of the passenger service of the Guion line is due to the sale of the Albatross and Arizona to the Brazilian government.

AN ENGLISH ZEPHYR.

A Heavy Storm Does Great Damage to Shipping.

Houses Badly Wrecked, and Many People Killed—A Steamer Goes Down.

Liverpool, Nov. 18.—Severe weather is still reported from several points on the coast. The wires were badly damaged and advices are incomplete. The Cynthia, of Liverpool, has foundered with all hands. Numerous other wrecks are reported, but no other loss of life, so far. The storm struck Liverpool today, doing much minor damage. The gale continues and reports arriving here, after many hours delay, reported the break down of the telegraph wires, indicating an immense amount of damage has been done to shipping throughout the country. At Holyhead, twenty lives had been saved up to noon, ten of them being from a French brigantine which went ashore near that place.

At Scarborough, the fashionable, English built sailing ship, more or less damaged, has been done to a number of houses.

At Sunderland, several houses have been partially wrecked, and one building collapsed, killing a woman. The chimney of the paper mill, near Kendal, fell during the storm, killing three people. At Dundee, a pilot cutter was wrecked in the Tay and the crew clung to the wreck for several hours before rescued by a lifeboat.

The steamer Union was wrecked near the mouth of the crew drowned. In addition there were many minor shipping casualties.

A dispatch from Fraserburgh says a steamer, the Scotia, was wrecked in the night of the 17th, and the crew was rescued. At Huddersfield, a chimney fell, killing two people. A large steamer foundered near a rocky headland called Garrow.

At Sand Beach, near Banff, the shore is strewn with wreckage and it is learned a crew, numbering 25 hands, were lost in the vessel.

Lord and Lady Morton and family had a narrow escape on board a steam yacht, which was driven with great force by a gale, smashing in the starboard bulwark. The party was rescued with some difficulty and placed aboard a steamer until the storm abated.

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THE COLUMBIA IS QUEEN OF THE OCEAN.

Fastest Time Ever Made by Merchant or War Vessel.

A MAGNIFICENT DISPLAY.

Her Builders Receive the Neat Little Bonus of \$450,000.

Eighty-Eight Knots Made in Three Hours, Fifty-One Minutes and Forty-Eight Seconds—America Leads the World.

Boston, Mass., Nov. 18.—The Columbia today fairly won the title "Queen of the Ocean." Faster than ever sped the war ship or the merchant vessel as she steamed over the coast from Cape Ann to Cape Porpoise on her trial trip with the United States board of inspectors on board. Her average speed for forty-four knots was 22.81 knots; but she steamed 7 1/2 knots of the run at a rate that averaged 25.03 knots an hour.

It was a magnificent display of speed. By her little four hours spin she won for the builders, William Cramp & Son, the neat bonus of \$450,000.

At sunrise the members of the board, Cramp and party, appeared at the head of Lewis wharf, ready to start for the ship. A light breeze prevailed, which looked threatening, but the day turned out fine. The ship made a false start, and Cramp ordered her back for a new run. One boiler was then blown, when she got back a mile beyond the Dolphin, making the next morning's run, to the tug Leyden, the speed of the ship was only 22.8 knots per hour and the revolutions of the engines were reduced to 141. The laterals, however, proved the frame of the Columbia vibrated with a fearful velocity. The engine's mighty shafts revolved two and one-half times in a minute, and the huge screws churned the water into a cauldron that rose high about the quarter gallery.

Soon the Columbia passed the 23rd knot mark and there was cheering all along the shore. The ship was anchored 7 1/2 knots from the Fern and her stately masts were just visible on the horizon. As the Columbia shot, at cyclone speed, past the Fern, her speed rose to 21.53 knots, but it proved the Columbia was only gathering power. She swept by the Fortune, the seventh mark boat, at 11:30, and then her three big propellers hauled up a mighty mass of seething, boiling water and left a trail a couple of miles long in her wake. The Fortune was left far behind in the wake of the Columbia, and over the bow, drenched the forward deck and whitened the whippers of Captain Sergeant, who was on the bridge.

The Columbia was rapidly making the first half of her trial and was on her way to 25.15 knots," said Mr. Cramp. In a matter of seconds, "and I guess we can get another knot out of her if we are not satisfied."

"Well, I'm satisfied," said Commodore Walker, "and I'm sure the Columbia will be a great success."

Never a ship was built that equalled the tremendous velocity which the Columbia had now attained. It was not an easy task to stand on the deck and face the gale which resulted from the forward sweeping of the mighty ship. The bells of the engine room jingled merrily, as Captain Sergeant demanded that the engines be turned into the great cylinders.

The Columbia had covered the last 7 1/2 knots at a rate of 25.31 knots per hour, or a little better than 30 miles an average since the start had been made of 22.92 knots per hour. She took a long turn seaward on the starboard helm before returning over the course.

The time occupied in the turn was not counted in the trial. At 12:14:16 she crossed the line on her third run. The wind was now dead ahead and blowing 12 miles an hour. The velocity it attained on the deck of the Columbia must have been in the neighborhood of 35 knots. The ship was rolling, and the water was high, and one of the patent log lines could not stand the strain and was carried away just as the ship passed the Fort.

There was a commotion in the engine room and every light went out. The boiler which drove the dynamo gave out and the result was darkness. When the light was restored, the engines were set to work turning off 18 revolutions per minute. The speed rose to 23 1/2 knots almost immediately, and when the Keatsage's crew got into the rigging and started her again, she sped by at a steady 23 knot gait.

From this to the end of the course she averaged 22 1/2 knots an hour. Her time on the course of 88 knots, was 3 hours, 51 minutes, 48 seconds.

OPENING OF THE REICHSTAG.

The Big Fight Will Begin on Monday—The Agrarian League.

Berlin, Nov. 18.—[Copyrighted by the Associated Press.]—The opening of the reichstag would have passed in the usual way but for the military surroundings.

For the first time in the history of Prussia the oath of allegiance was administered to the recruits in a body in a most impressive manner. The speech has noted with dismay that the speech from the throne holds out a hope of a satisfactory treaty with Russia and the Agrarian league has grown with such giant strides, that its opposition becomes formidable. The conservatives will make the best of the first chance they find to place difficulties in the way of the chancellor.

The commission inquiring into the operations of the bureau has concluded its labor and sent a report to Chancellor Caprivi. The report proposes to establish a register of all firms and persons engaged in operation on time.

This is to be published in the Official Gazette. A failure to register will virtually make the time trades illegal. It is thought such register will impair the credit of firms indulging in time speculations, but an evasion of the proposed regulation is not difficult. The chief effect of the proposed reform would be to clog business.

The scarcity of business at the Krupp works was never so great as now, hands at the famous gun works being dismissed in all departments, and there seems to be no prospect of any immediate revival of business. The press is full of sympathetic articles for the death of Count Harenau (Prince Alexander of Battenburg) who, though not a great politician, showed signs of a great military career.

EMPEROR OF BRAZIL.

The Recent Action of Insurgent Admiral Mello.

London, Nov. 18.—A dispatch from Madrid says the foreign office there has received advices that Admiral Mello has proclaimed Prince Pedro emperor of Brazil and not president as at first announced. Similar advices are received from Lisbon, and his version receives credence here and at Madrid and Lisbon.

Countess Dien would have been emperor under the old order of succession, and as she has never abdicated, Mello's proclamation is void, so says Mello's proclamation. He has no advices concerning the alleged proclamation.

A dispatch from Lisbon by a messenger from Brazil brings the news that Jose Patrocinio, the editor of a newspaper opposed to Peixoto has been shot by order of the president.

The Westerner Gazette understands that Prince Pedro is on board Mello's flagship and adds: "If Mello cannot force a landing and join the insurgents from the south and seize the Rio Republic, he will flee ingloriously."

Outbreak in Valparaiso.

London, Nov. 18.—A dispatch received here announces an outbreak at Valparaiso. No details are secured.

ELECTRICITY ON CANALS.

The Horse, Mule and Steam are Now Superseded.

Rochester, N. Y., Nov. 18.—The first canal boat in the world to be propelled by electricity ploughed through the waters of the Erie canal this morning and New York state added another victory to progress.

If power can be obtained from Niagara as it is now being done, it can be used on the Erie canal. It will cost 50 cents per day will get the power for a canal boat that it takes four mules and two men to give it now. That means that two cents and a half will carry a bushel of grain from Buffalo to New York. Another two cents and a half will deliver it to Buffalo from Duluth. Five cents brings a bushel of wheat from the wheat fields to the metropolis.

The test of the new method of propulsion was made on the Pittsburgh and Erie canal, which was witnessed by a large party of notable persons. The principal is the same as the street car system except that the return current is carried overhead the same as the supply current. The lateral movement of the boat, which allows it to pass one another is provided for by using a pliable wire for the trolley. The boat is propelled by a motor of 18 horse power. It is said it was capable of towing six other boats at a good rate of speed.

VOORHEES' RECEPTION.

Highly Honored by Citizens of Both Political Parties.

Terre Haute, Ind., Nov. 18.—Senator Voorhees tonight was tendered a reception and serenade at the Terre Haute house by the citizens of both parties taking part.

Colonel W. R. Thompson, ex-Secretary of War, addressed the assembly on behalf of the citizens. He said as a Republican he took occasion to endorse Senator Voorhees' course and compliment him upon his noble efforts in the Senate in behalf of the Finance committee. The citizens of Terre Haute, without regard to party, watched Senator Voorhees with pride and interest. They returned thanks for the manner in which he was honored, and said no moment of his life was prouder than on this occasion. A general reception and hand-shaking followed.

THE KNIGHTS AT IT.

Amalgamation Will Doubtless Soon Be a Fact.

Philadelphia, Nov. 18.—The amalgamation of all the trades unions with the Knights of Labor, which was proposed at a secret meeting last night, made its strength felt at today's session of the general assembly. Powderly and his supporters, Devin and A. W. Lehigh, representing the administrative action, and Hayes, James Wright and other leaders of the opposition expressed their views at length.

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The amalgamation of the trades unions with the Knights of Labor, which was proposed at a secret meeting last night, made its strength felt at today's session of the general assembly. Powderly and his supporters, Devin and A. W. Lehigh, representing the administrative action, and Hayes, James Wright and other leaders of the opposition expressed their views at length.

Powderly passionately protested his innocence.

A. W. Wright spoke in support of the master workman.

After the session one of the members stated the prospect of amalgamation was excellent.

THE POPULISTS DENY IT.

No Truth in the Story of a New Political Party.

Topeka, Kan., Nov. 18.—With the exception of Secretary of State Osborne, the Populist leaders do not recognize the statement that the People's party will be merged into a new organization. "There is no talk of that kind coming from our fellows," said